

Amendments to the Claims:

This listing of claims reflects all claim amendments and replaces all prior versions, and listings, of claims in the application. Material to be inserted is in **bold and underline**, and material to be deleted is in ~~strikeout~~ and/or in ~~[[double brackets]]~~ if the deletion would be difficult to see.

LISTING OF CLAIMS:

1-51. (Cancelled)

52. (Currently amended) A method for operating an internal combustion engine with electrically actuated valves, the method comprising:

operating the engine in a first mode with a first number of cylinders deactivated, and a first number of valves operating in each active cylinder to carry out combustion in the active cylinders; and

operating the engine in a second mode with a second number of cylinders deactivated, and a second number of valves operating in each active cylinder to carry out combustion in the active cylinders, where said first number of cylinders deactivated is different from said second number of cylinders deactivated, and said first number of valves operating is different from said second number of valves operating, and where said first number of cylinders is less than said second number of cylinders, and said first number of valves is greater than said second number of valves, **where plural intake valves of the cylinders are coupled to a common intake manifold.**

53. (Currently amended) A method for operating an internal combustion engine with electrically actuated valves, the method comprising:

operating the engine in a first mode with a first number of valves per cylinder operating to carry out combustion in all cylinders of the engine; and

operating the engine in a second mode with a number of cylinders deactivated, and a second number of valves per cylinder operating to carry out combustion in active cylinders, where said first number of valves operating is less than said second number of valves operating, **where plural intake valves of the cylinders are coupled to a common intake manifold.**

54. (Previously presented) The method of claim 53 where during said second mode, the engine operates alternately between different valves active per cylinder, while still operating with said second number of valves per cylinder.

55. (Currently amended) A method for operating an internal combustion engine with electrically actuated intake valves, the method comprising:

operating the engine in a first mode with a first number of cylinders deactivated, and a first configuration of electrically actuated intake valves operating in active cylinders to carry out combustion in the active cylinders; and

operating the engine in a second mode with a second number of cylinders deactivated, and a second configuration of electrically actuated intake valves operating in active cylinders to carry out combustion in the active cylinders, and said first

configuration of valves operating is different from said second configuration of valves operating, **where plural intake valves of the cylinders are coupled to a common intake manifold.**

56. (Previously presented) The method of claim 55 where said first number of cylinders deactivated is the same as said second number of cylinders deactivated.

57. (Previously presented) The method of claim 55 where said first number of cylinders deactivated is different from said second number of cylinders deactivated.

58. (Currently amended) A method for operating an internal combustion engine with electrically actuated valves, the method comprising varying a number of deactivated cylinders and varying a number of active valves in each of the active cylinders to regulate engine output during engine operation, **where plural intake valves of the cylinders are coupled to a common intake manifold.**

59. (Original) The method of claim 58 further comprising varying a number of strokes of a cylinder cycle to further regulate engine output during engine operation.

60. (Currently amended) A method for operating an internal combustion engine with electrically actuated exhaust valves communicating with an exhaust system via an exhaust manifold, the method comprising:

operating the engine in a first mode with a first number and pattern of active exhaust valves operating per each active cylinder to carry out combustion in the active cylinders;

operating the engine in a second mode with a number of cylinders deactivated, and a second number and pattern of active exhaust valves per each active cylinder operating to carry out combustion in the active cylinders, where said first number or pattern of valves operating is different from said second number or pattern of valves operating, **wherein the first number is two and the second number is one, and where during the second mode, active cylinders carry out combustion where different valves alternately operate as the one active exhaust valve.**

61. (Cancelled)

62. (Previously presented) The method of claim 60 wherein the first number is two and the second number is one, and where during the second mode, active cylinders carry out combustion where the same valve operates as the one active exhaust valve during a plurality of cycles.

63. (Previously presented) The method of claim 52 wherein during the first mode, valve operation includes dual intake dual exhaust valve operation during the cycle, and during the second mode, valve operation includes alternating intake alternating exhaust valve operation.

64. (Cancelled)

65. (New) A method for operating an internal combustion engine with electrically actuated exhaust valves communicating with an exhaust system via an exhaust manifold, the method comprising:

operating the engine in a first mode with a first number and pattern of active exhaust valves operating per each active cylinder to carry out combustion in the active cylinders;

operating the engine in a second mode with a number of cylinders deactivated, and a second number and pattern of active exhaust valves per each active cylinder operating to carry out combustion in the active cylinders, where said first number or pattern of valves operating is different from said second number or pattern of valves operating, wherein the first number is two and the second number is one, and where during the second mode, active cylinders carry out combustion where the same valve operates as the one active exhaust valve during a plurality of cycles.